



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
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BAY BRIDGE DESIGN TASK FORCE
Wednesday, October 8, 1997, 1 p.m.
BART Board Room
800 Madison Street
Oakland, California

Chairperson: Mary King
Members: Sharon Brown
Mark DeSaulnier
Elihu Harris
Tom Hsieh
Jon Rubin
Angelo Siracusa
Staff Liaison: Steve Heminger

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Solano County and Cities

James T. Beall Jr., Vice Chair
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U.S. Department of Housing
and Urban Development

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U.S. Department of Transportation

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San Mateo County

Elihu Harris
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Tom Hsieh
City and County of San Francisco

Mary V. King
Alameda County

Jean McCown
Cities of Santa Clara County

Charlotte B. Powers
Association of Bay Area Governments

Jon Rubin
San Francisco Mayor's Appointee

Angelo J. Siracusa
San Francisco Bay Conservation
and Development Commission

Doug Wilson
Marin County and Cities

Kathryn Winter
Napa County and Cities

Sharon Wright
Sonoma County and Cities

Harry Yabata
State Business, Transportation
and Housing Agency

Lawrence D. Dahms
Executive Director

William F. Hein
Deputy Executive Director

FINAL AGENDA

1. Welcome and introductions -
Mary King, Chairperson
2. Update on selection process of bridge design teams -
Denis Mulligan, Caltrans
3. Update on Environmental Impact Statement -
Denis Mulligan, Caltrans
4. Transbay Transit Terminal
 - a) Staff report, Ann Flemer, MTC *
 - b) Briefing on proposed retrofit of existing facility, Denis Mulligan, Caltrans
 - c) Briefing on proposed relocation to new facility, Bill Carney, San Francisco Redevelopment Agency
5. Other Business/Public Comment

***Attachment to Task Force members and other officials. Copies available at meeting.**

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Record of Meeting: MTC meetings are tape recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

Sign Language Interpreter or Reader: If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call 510/464-7787.

Transit Access to BART Headquarters: BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59A from Montclair; #62 from East or West Oakland; #35X from Alameda; #36X from Hayward.

Parking at BART Headquarters: Metered parking is available on the street. No public parking is provided.



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Memorandum

TO: Bay Bridge Design Task Force

DATE: 10/8/97

FR: Executive Director

RE: Transbay Terminal

At the Bay Bridge Design Task Force meeting on October 8th, the City and County of San Francisco Redevelopment Agency and Caltrans will provide an update on the proposed transbay terminal project in downtown San Francisco (See attached letters from MTC staff to Caltrans and the Redevelopment Agency, which outline the topics to be covered in these presentations). The Redevelopment Agency will provide a detailed update on its planning and evaluation of bus facility alternatives, the proposed design, costs and funding of its preferred project alternative, and its plans to complete an environmental assessment for the project. Caltrans will provide an update on the costs, schedule and alternatives to seismically strengthen the existing Transbay Terminal.

Project Assurances

To ensure that any bus facility project meets the collective needs of the region, MTC staff recommends that the Task Force and Commission adopt a set of project assurances to guide the design and development of the transbay terminal project prior to final project approval. These project assurances would be developed in consultation with the City of San Francisco and the affected transit operators to ensure that:

- the planning, design, environmental review, and construction of any new bus facility includes the active participation of all affected agencies and organizations;
- any new bus facility meets the needs of the passengers and transit agencies serving the facility;
- any new bus facility supports and enhances existing and planned land uses in the area and is consistent with MTC's land use/transportation connection policy statement;
- sufficient funding is committed by the responsible parties to complete the terminal project; and

- any new bus facility has assigned to it staff and management capacity for construction, maintenance and on-going operations.

Staff recommends that the Task force establish the following assumptions and assertions as the basis for the draft assurances:

1. The existing Transbay Terminal needs seismic repair.

The California Department of Transportation (Caltrans), which currently owns and operates the existing Transbay Terminal, has stated that the facility and ramps connecting to the facility are in need of major seismic upgrade. Caltrans has also indicated that it plans to relinquish responsibility for the ownership and operations of any new bus facility, requiring a local agency(s) to own and operate the facility.

2. The City and County of San Francisco will conduct an environmental assessment of bus facility options.

The City and County of San Francisco Redevelopment Agency, with the participation of the staffs of the transit operators that currently serve the existing Transbay Terminal, has completed a Transbay Regional Transit Facility Design and Program Report, which evaluated various options for a new downtown bus facility. Based on that report, the San Francisco Board of Supervisors selected a new bus facility at Main/Beale (Main/Beale South) as its preferred project alternative. The San Francisco Redevelopment Agency, as project sponsor, has issued a Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the construction of a new bus facility project, which will include evaluation of various terminal designs and locations.

3. The region has invested significant services and resources for providing transit alternatives in the transbay corridor.

The following regional decisions have already been made with respect to transbay transit services that are fundamental to decisions on the design of the transbay transit terminal.


- a) BART is and will continue to be the transbay rail service linking major east bay transportation corridors to San Francisco. BART is making major investments in its system to increase its passenger carrying capacity in the transbay markets.
- b) The AC Transit transbay bus network is designed to serve east bay transit market niches that cannot be adequately served by BART and to provide a level of redundancy to guard against a complete loss of transit access to San Francisco should there be a service disruption on the BART system.

- c) Significant regional investments have been made to support efficient operation of the transbay bus services, including:
- traffic metering at the Bay Bridge toll plaza to improve the flow of traffic;
 - a by-pass lane to speed bus access to the Bay Bridge; and
 - construction of the I-80 HOV lanes with direct bus access to major transit and park/ride facilities from the HOV lane and significantly faster travel times into San Francisco.
- d) As funding has become available, the Commission has allocated funds to increase bus service from Solano County, including direct feeder service to BART from Vallejo, Fairfield/Suisun City, Vacaville and Benicia. With the opening of the I-80 HOV lane, discussions are underway to consider direct bus access from Solano County to San Francisco.
- e) The Commission has increased regional investment in ferry services to further serve the transbay market and provide redundancy.
- 4. The challenge before the region is to provide the best possible bus facility in downtown San Francisco.**

To further strengthen the region's transbay bus service, the next decision before the region is to establish the best bus terminal possible in the City of San Francisco that will:

- a) accommodate the buses required to provide effective and efficient transbay bus service,
- b) maintain effective bus access with direct links between the terminal facility and the Bay Bridge, and
- c) support the City of San Francisco's land use objectives.

MTC staff will present a set of project assurances for the Task Force's consideration and approval at its November meeting. Prior to that meeting, MTC staff will review the draft project assurances with the City of San Francisco and the affected transit operators. Staff will recommend that the Commission's approval of any toll funding to support a new bus facility project be based on agreement to and satisfaction of the adopted project assurances.


Lawrence D. Dahms



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September 19, 1997

James P. Spering, Chair
Solano County and Cities

James T. Beall Jr., Vice Chair
Santa Clara County

Keith Axtell
U.S. Department of Housing
and Urban Development

Jane Baker
Cities of San Mateo County

Sharon J. Brown
Cities of Contra Costa County

Mark DeSaulnier
Contra Costa County

Dorene M. Giacomini
U.S. Department of Transportation

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Doug Wilson
Marin County and Cities

Katbryn Winter
Napa County and Cities

Sharon Wright
Sonoma County and Cities

Hirnyl'irbatir
State Business, Transportation
and Housing Agency

Lawrence D. Dahms
Executive Director

William F. Hein
Deputy Executive Director

Mr. Harry Yahata
Director, Caltrans, District 4
PO Box 23660
Oakland, CA 94623-0660

Dear Harry:

This is to confirm my request for a Caltrans briefing of the MTC Bay Bridge Task Force on issues related to the Transbay Terminal when the task force meets on October 8 at 1:00 pm.

Subjects to be covered should include, but not be limited to:

1. Caltrans ownership and operation of the existing terminal.
2. The kinds of rents Caltrans charges public and private operators housed in the terminal.
3. Recent work Caltrans has done to protect against the damage of an earthquake and to make other code related improvements.
4. The scope of work, cost and schedule for the next planned work on the terminal.
5. The source of funds to be used for that work.
6. The scope of work, cost and timing of any other work Caltrans might anticipate in the future to further protect the terminal against earthquake damage.
7. The potential for Caltrans to shift any of the funds earmarked for the work described under 4 above to a new facility if one is to be built.
8. The potential for the State to make land it owns available for a new terminal if one is to be built.
9. A general outline of agreements, legislation or other authorization Caltrans may need to shift funds or title to land.

I would like to have our staffs meet to preview the briefing prior to October 8. This would allow us to clarify any points in anticipation of the committee's discussion. Please call if you have any questions about this request.

Sincerely,

Lawrence D. Dahms
Executive Director

LDD:dlg:yahata.doc



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September 22, 1997

Mr. William Carney
Project Manager
San Francisco Redevelopment Agency
770 Golden Gate Avenue
San Francisco, California 94102

Dear Bill:

As we discussed by telephone, we are requesting the Redevelopment Agency staff to present its planning and development of the transbay terminal project at the next meeting of MTC's Bay Bridge Design Task Force, scheduled for October 8, 1997 at 1:00 p.m. Specifically, we would like your presentation to cover the following:

1. All of the planning efforts and processes that have taken place to date regarding the terminal, including the project alternatives that have been evaluated and the participants that have been part of the planning process.
2. A detailed description of the design and functioning of City's preferred project alternative, including facility location, ramp access to the facility, bus stop locations and midday storage accommodations for operators using the facility, and any interim bus operating plans while the facility is being constructed.
3. Estimated costs, an outline of proposed funding and estimated schedule for the project.
4. A description and schedule of the planned environmental review process for the project to be undertaken by the Redevelopment Agency.
5. The planned land use design for the entire Transbay Terminal Area and how the City's preferred alternative for a new bus facility fits and/or enhances that design.

At the same meeting on the 8th, we have asked Caltrans to provide an overview of the needs and options to seismically strengthen the existing Transbay Terminal.

If you have any questions and/or need any additional information, please call me at (510) 464-7743.

Sincerely,

Rod McMillan
Senior Planner

James P. Sperring, Chair
Solano County and Cities

James T. Beall Jr., Vice Chair
Santa Clara County

Keith Axtell
U.S. Department of Housing
and Urban Development

Jane Baker
Cities of San Mateo County

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Sharon Wright
Sonoma County and Cities

Htury Yabata
State Business, Transportation
and Housing Agency

Lawrence D. Dabnis
Executive Director

William F. Hein
Deputy Executive Director

PRESS
Bay Bridge Design Task Force
October 8, 1997 - 1 p.m.

NAME

REPRESENTING

1. ed epstein

S.F. Chronicle

2. Barbara Kerr

Alameda City Council

3.

4.

5.

6.

7.

8.

9.

10.

Bay Bridge Design Task Force

October 8, 1997 - 1 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. MICHAEL KATZ	BICYCLE-FRIENDLY BERKELEY COALITION	2835 BUENA VISTA WAY, BERKELEY 94708
2. HARLIE CAMERON	SELF - + LYASS TRANSIT USEA	P.O. BOX 55 HAY, CA. 94543
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Bay Bridge Design Task Force

October 8, 1997 - 1 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. <u>WOYCE ROY</u>	<u>LWN of the Bay Area</u>	<u>258 Mather St.</u> <u>Oakland CA 94611</u>
2. <u>ADE AICINSANYA</u>	<u>Caltrans</u>	
3. <u>Karen Ackerman</u>	<u>People on the Bus</u>	
4. <u>Norman Roche</u>	<u>S.F. Tomorrow</u>	<u>1233 Larkin St #</u> <u>SF 94109</u>
5. <u>Claire Risley</u>	<u>Berkeley Bicycle Friendly Coalition</u>	<u>209367 Berkeley</u> <u>CA 94720</u>
6. <u>BILL WEBER</u>	<u>Anshen + Allen</u>	<u>901 MARKET</u> <u>SF 94103</u>
7. <u>Jim Fisher</u>	<u>BOMA Fisher Prop</u>	<u>1485 Bayshore Blvd</u> <u>#56 - SF 94124</u>
8. <u>John C Scott</u>	<u>BDI</u>	<u>1330 Broadway</u> <u>Ste 930 SF 94612</u>
9. <u>Suzanne Grant</u>	<u>PAM</u>	<u>101 The Embarcaduro</u> <u>SF 95401</u>
10. <u>BOB PIAGL</u>	<u>TRANSPORTATION RES. Forum</u>	<u>1705 California Pl</u> <u>BK 94703</u>

Bay Bridge Design Task Force

October 8, 1997 - 1 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Laura Timothy	City of Alameda ALAMEDA, CA 94501	2250 Central Ave Room 250
2. Harry Overstreet	Gerson/Overstreet	25 Kearny St.
3. Raymond Ahearn	Modern Transit Society	324 Victoria St. El Cerrito 94530
4. Karitha Hataway	self	1911 Ashby Ave Apt D Berkeley CA 94703
5. Jennifer Colamonico	Assemblywoman Dion Aroner	918 Parker St. Berkeley 94710
6. Jason Meggs www.xinet.com/bike/	Bike the Bridge! Coalition 510/273-9288	POB 15071 Berkeley, CA 94701-6071
7. Marina Carlson Office of Mayor Harris		
8. Jay Jay Vega	C.T. 4 - TRANS: PLANNING	111 Grand
9. Colin Jones	Caltrans PIO	111 Grand
10. Mark Hendrix		2920 Deakin St #2 Berkeley 94705/946

Bay Bridge Design Task Force

October 8, 1997 - 1 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Robert Bregoff	Self	736 Page St SF
7. Y. Lin	Self	315 Bay St SF
2. Jon Olsen	Self	373 40th St, Oak
Tom Baker	Self	728 San Francisco
3. Bill Stremmel	ACTA - C.A.C. (myref)	544 Central Avenue #223 Alameda 94501
George Pearson	Self	5506 Marko St Oak
4. Jim Wheeler	Peninsula Rail 2000	1763 Valley View Belmont 94002
@		
5. Carol Streeter	Caltrans D4	111 Grand Ave Oak
HA		
6. Paul Bianchi	AC Transit	1600 Franklin Oak.
7. Pat Picas	AC Transit	" "
8. Ken Scheidig	AC Transit	" "
Rob Shea	W.C. Times	P.O. Box 100, Pinole 94596
9. Karen Smolowitz	UC Berkeley	416 McLaughlin Hall UC Berkeley, Berkeley, CA
10. Colin Rice	UCB	109 McLaughlin Hall Berkeley

Bay Bridge Design Task Force

October 8, 1997 - 1 p.m.

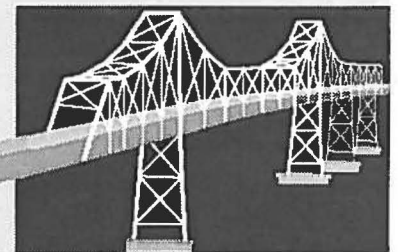
Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. John woodbury	myself	94611 246 John St Oakland
2. Hal Zawacki	self - cycling interest	SF. 113 Webster 94117
3. PERRY HAVILAND, FAIA	BAY BRIDGE COALITION	OAKLAND 499. 14TH #210 CA 94612
4. J.D. Rowell	myself	500 - 11 - ST # 504 SACramento, CA 95818
5. WALTER ALLEN	Acumen	3636 PHOENIX AVE OAKLAND CA 94602
6. Chris Peoples	RAFT	4037 Howe St Oakland 94611
7. ALFRED HO	Y.L. Chang	275 28th St, Apt 221 Oakland
8. DON ICHINO	ANSTON + ALLEN	901 MARKET ST. SAN FRANCISCO, CA 94103
9. Dave Campbell	myself	1715 Lincoln St Oakland, CA 94612
10. Mike Davis		625 Scott #502 SF CA 94117



EIS Target Schedule

- | | |
|---|--------|
| ■ Notice of Intent to prepare EIS | 4/97 |
| ■ Public information open houses | 12/97 |
| ■ Complete environmental studies | 4/98 |
| ■ Draft Environmental Impact Statement | 8/98 |
| ■ Public hearings/formal comment period | 8-9/98 |
| ■ Select Preferred Alternative | 11/98 |
| ■ Final Environmental Impact Statement | 1/99 |
| ■ Record of Decision | 6/99 |



Moving the Transbay Terminal

Do we want to lose the option of having rail service on the Bay Bridge?
Does the San Francisco Bay Region want a single intermodal facility?
Do we want to spend over \$100 million dollars to relocate the Terminal?
Can CalTrans be Stopped from demolishing the Existing Terminal Ramps?

These are just a few of the questions that the Metropolitan Transportation Commission ("MTC") will be discussing on Wednesday, October 8, 1997 at 1:00pm.

RELOCATION OF THE TERMINAL "A DONE DEAL": Contrary to Commissioner King's perception that is not a done deal, just for your own reference information, the approval process for the Main/Beale South Alternative began on March 4, 1996, when the S.F. Board of Supervisors adopted resolution No. 200-96, which identified the Main/Beale site as the preferred location for the replacement Transbay Terminal. Then, after that site was chosen by the Board of Supervisors, the project went through the approval process. It was approved by the SF Planning Commission (Resolution No. 14331), the SF Redevelopment Agency, Resolution (No. 38-97,) and was finally approved by the SF Board of Supervisors, (Resolution No. 448-97.) Mayor Brown signed the resolution on 5-16-97.

S.F. CITIZENS ADVISORY COMMITTEE FOR THE TRANSBAY REDEVELOPMENT AREA: At a citizens advisory committee meeting for the Transbay Redevelopment Area, which I attended, the members of that committee were trying to decide what they are going to do with the State land S.F. is going to get as a result of the relocation of the Transbay Terminal, and the dismantling of the Access Ramps.

One of the committee members said, "well, don't you think we should wait until we get possession, before we make any of these decisions." Of course if they knew who I was they wouldn't have made such comments. The Citizens Advisory Committee has a number of developers on it who own property in the immediate area, Fritz and KSW Properties are well represented. They are the people who have been professionally hired, in my opinion they are anchor members of the committee. They try to convince other members of the committee to arrive at their conclusions.

Is the relocation of the Transbay Terminal a done deal, or can MTC reverse the tide? As far as the City of San Francisco (SF) goes it is a done deal.

EIR FOR THE NEW S.F. TRANSBAY REDEVELOPMENT AREA- on August 23, 1997, the City & County of San Francisco sent out an official Notice of Preparation for an EIR for the Transbay Redevelopment Area. The EIR document is supposed include an environmental analysis on relocating the Transbay Terminal. The analysis on moving the Terminal comes late in this process as San Francisco has already approved the Main/Beale Project to replace the existing Terminal.

RAIL OPTION OVER THE SF BAY BRIDGE

MTC should be commended for including the option for rail service in the design scheme for the new east span. However, an option for rail service on the Bay Bridge has no real meaning, if the existing terminal, or its access ramps to the Bridge are demolished as currently planned by CalTrans. Where would the rail service over the Bay Bridge go in S.F., if the existing terminal is demolished, as planned.

Accordingly, maintaining the rail option must mean maintaining at least the loading platform and the access ramp connections as presently configured. Otherwise, rail over the bridge has no where to go. It would take years and millions more dollars if the existing Transbay Terminal is taken out. In fact, the rail option makes no sense if the existing Terminal, or its access ramps are moved or demolished.

We live in a vulnerable area. We all saw what happens when BART was on strike. Living in an earthquake prone area, if the BART Transbay Tube or other parts of the BART system were seriously damaged as a result of an earthquake or from any other tragedy, and it became imperative to restore transbay rail service, the most sensible place to do that is over the Bay Bridge.

At the Unlock the Gridlock forum where it was stated that BART is not making any provision for seismic safety. MTC wisely recommended retaining the option for rail service on the new East Span, but where is that rail going to terminate if we lose the existing Transbay Terminal, and its access ramps?

Even if the rail service is never restored, we all heard how well the Terminal, the Access Ramps, and the existing Platform, served our transportation needs during the BART strike when thousands of additional people instantly needed to use it.. The existing configuration works well for buses and it worked well for rail. Why would we destroy the platform and the access ramps when they work so well? We are blessed with this asset. Is there any good reason to move it. The people of the Bay Area bought and paid for that property as a part of the Bay Bridge. Any decision regarding its future should be in the hands of the owners, as well as the City. When the neighboring property owners bought their land they were assured the Transbay Terminal was going to be removed. So far the City of SF has taken on the task of accommodating those property owners, and has not included the rightful owners, namely the rest of the Bay Area, in this process.

CalTrans intends to sell that property to SF Redevelopment Agency. The Agency is going to turn around and sell most of it to the private developers in the area. The Bay Area should not be willing sellers. What are we going to get for it? Once we lose the site, re-establishing rail would be too costly, and new construction of a rail terminal, and new access ramps would be cost prohibitive and too disruptive. If we lose the existing site, we lose the rail option over the bridge forever. The Bay Area made a transportation investment in that property. The regional investment in that property should be protected.

According to Dennis Mulligan at the Unlock the Gridlock meeting, *"It's a public policy decision. CalTrans is a State Agency. Our mission is set by the Legislature and the Governor. They determine what CalTrans does. They define the rules within which we operate, and currently the rules do include the Transbay Terminal facility. As long as the current laws are in place, we will have a role in that facility, as we do today. We do lease rights to AC Transit, at rather favorable rates, and I think they are very appreciative of that. With respect to the future, for our role to change, it would require legislation."* Meanwhile there is no evidence or any such legislation that even addresses the issue of CalTrans no longer operating the Terminal, or selling the property.

According to a letter from Harry Yahata, received from Harry Yahata, prior to the July 30, MTC vote, Yahata said, *"there are no regional plans to accommodate future rail service on the new eastern span of the Bay Bridge. The retrofit of the east span of the SF Oakland Bay Bridge is a public safety project. Including provisions for future rail service is beyond the scope of the project and would require public and legislative support for such an expenditure."* The Bay Bridge already has a provision for rail service, It's not a new thing, How does rebuilding a bridge, and restoring the existing transportation options qualify as being beyond the scope of a public safety project. That is not only an unreasonable statement, but it shows how CalTrans is trying to maneuver this issue.

CAL-TRANS PRESENTATION BAY BRIDGE PROJECT:

At a recent CalTrans presentation about the Bay Bridge Retrofit Project. They indicated the "West Approach Project," is the portion of the overall Bay Bridge Project that deals with the Transbay Terminal. CalTrans Staff, made it quite clear that they intend to get out of operating the Terminal. The CalTrans Supervising Engineer for the Project said, they are under orders from the CalTrans hierarchy to move this project along on a "fast track." CalTrans considers the seismic retrofit of the Transbay Terminal as a separate project that has no connection to the project to build a new Terminal. They claim they are exempt from CEQA.

As soon as one year from now, as the first order of business, unless they are enjoined by a court, or stopped by some other authority, will be to demolish the East Access Ramp to the Transbay Terminal, leaving only the West Access Exit Ramp for bi-directional bus access. Then, they intend to demolish the West Access Ramp when the new terminal opens, and will build a new ramp access using the same ill conceived bi-directional ramp idea in perpetuity for the new terminal. Taking down the Eastern Ramp is a part of the West Approach Project Plan, which is a part of the overall Bay Bridge Retrofit Project. After demolition of the East Access Ramp, all buses entering and leaving the existing Terminal will be forced to use the existing West Access Ramp. The buses will have to make a hairpin turn at the far end of the existing Terminal. This is irrespective of whether or not the new terminal ever gets built.

The City of Emeryville and Berkeley, and other cities question the CEQA exemption for the Transbay portion of the seismic work. The environmental details of building a new terminal would be covered in preparation of the EIR document, now underway. Details of coordinating the transition from an existing facility to a brand new facility, is the type of thing that shows the relation between these two separate projects. This is especially true when both projects are being carried out under a single agreement, entered into by S.F. and CalTrans. The letter from Harry Yahata refers to that agreement.

If the preparation of an EIR is underway for the building of a new terminal, if the process is meaningful (which is another question) the EIR document could show that a no project alternative is the best environmental solution. In order to carry out a no project alternative both of the Access Ramps would still have to be there. Meanwhile, CalTrans claims the retrofit of the existing terminal has nothing to do with construction of a new one.

CalTrans is party to a "cooperative agreement" with San Francisco to build a new terminal, and get rid of the existing Transbay Terminal and the associated property. I have repeatedly asked Harry Yahata, for copy of that agreement, and he does not respond. I'm going to have to file a freedom of information act request to get it. Perhaps you have the ability to get that document?